

Opposite American Hotel, Spring Street, Titusville,
Tel. 2411. G. FRANK & CO.

\$50,000 STOCK

JAMESTOWN STORE.

W. S. WINSOR.

Has removed to his

NEW BRICK STORE NO. 9,

SPRING STREET

and having an

IMMENSE STOCK

of

DRY GOODS, CROCKERY

GROCERIES, &c., &c.,

Is bound to sell **CHEAPER** than any House in

WESTERN PENNSYLVANIA.

WHOLESALE AND RETAIL

CASH AND FREE.

Titusville, Dec. 1, 1895. dec1

STRAUSS, STETTHEIMER
AND BARNSDALL,
CORINTHIAN HALL BUILDING

DRAGERS IN

DRY GOODS,

Clothing, Carpets, Bedding

AND

FURNISHING GOODS.

Would respectfully inform the citizens of this city
shortly that in consequence of hard times, they have
solved to

REDUCE THE PRICE

of all their merchandise

Stock of Goods,

and would invite the attention of the public to the fact
We will from this date and

Heavy Ward Wide Sheet at 25
Fine Sheet at 25
Bleached Muslin at from 25 to 40
Best Calicoes at 25
Best Delaines at 25

and everything in proportion.

Our Clothing Stock we have marked down two
for per cent, and some lines of goods still more.
is your time. Call and see us. We will guarantee
satisfaction to all.

STRAUSS, STETTHEIMER & BARNSDALL
Tel. 2411

M. D. FLETCHER & CO.,
Dealers in

Staple and Fancy Dry Goods

We have a good Stock, and sell our Goods as low as
neighbors.

FLETCHER'S BLOCK,
TITUSVILLE, PA.

January 20, 1896.

50 BOXES ORANGES AND LEMONS
Just received and for sale at
H. M. HALL,
East First National Bank

Titusville Morning Herald.

Titusville, Friday, April 13, 1906.

LOCAL MATTERS.

Agents for the Morning Herald.
 For Advertisements—MICHAEL SHANNON.
 For Circulation—MICHAEL SHANNON.
 For Printing—MICHAEL SHANNON.
 For Distribution—MICHAEL SHANNON.
 For Advertising—MICHAEL SHANNON.
 For Printing—MICHAEL SHANNON.
 For Distribution—MICHAEL SHANNON.
 For Advertising—MICHAEL SHANNON.

New Advertisements To-Day.

House for Rent—S. M. Mills.
 Liberal Howard—J. B. Doss.
 Don't Spend Your Time—Hensberg & Co.
 City Ordinances.

Baby Hoge.

The Legislature has adjourned, and the bill to organize a new county is defeated. For this result we are indebted to Baby Hoge. And who is Baby Hoge? asks the curious reader. Baby Hoge is the Hon. the Senator from Venango county. But why "Baby"? Because his terms and his enervating complacency with all his eloquence and his arguments had utterly failed to elicit. There is no such thing as resisting the coils and snivels of a shrewd Baby, even when disguised in the habiliments of masculinity, and wearing the title of Senator. When Voluntas went to the feet of Coriolanus, the doughty warrior wilted, and petitions saved Rome. When Delilah blabbered in the brawny arms of Samson, she conquered his stubborn nature and stole his secret for the Philistines. And when Baby Hoge blabbered upon the bosoms of his fellow Senators, and assured them that although the passage of the new county bill would be fun to us it would be death to him, he probed the inmost recesses of their vulnerable souls, and they complied with his supplications!

The prayer of Baby Hoge's petition is reported to us substantially thus: Gentlemen—I am a ruined man. I have lost \$50,000 (more or less, we presume) by the failure of Culver, Peun & Co., and I must get back to the Senate, or I can't retrieve my fortunes, for words to that effect. Gentlemen, if this New County bill is passed, I cannot be returned to the Senate. I am dander than a floor mill in Venango. [And he wept like a drowning man.] Gentlemen, don't go back on me at the tail end of the session—Pity the sorrow, etc. I won't oppose the bill next year. But, [hyperbolically] as a personal favor to me, do-do-do-do! pass the bill!

[Good show for another hour. Victim gets in out of the shower and rescues his button-hole by promising to stand by the Venango Baby—and so the bill was defeated.]

We do not wish to be understood as asserting that we have given the exact language of Baby Hoge, but it is as reported to us by gentlemen who are familiar with the arguments used, and were in Harrisburg during the controversy. The friends of the New County bill were unprepared for this new weapon of assault. They could meet all other arguments, but were defenseless against a Venango freshet. We do not blame the Senators who yielded to this pathetic appeal. It is a hard thing to vote against a fellow Senator's bread and butter; to take the Senatorial ration from the mouth of a Venango Baby—literally wrenching the pop-spoon and the sucking-bottle from his tender and unsophisticated gums!

Glorious art of legislation, eloquent blabbering! Ah! could we have foreseen this consummation, and cheerfully Baby Hoge with a duplicate Diaper from our own Senatorial District, what a lovely brace of equalizers would have been! We would have given him sundry checks on the Petroleum Bank. We would have stuffed his pockets with "Venango" and "Oil City" paper-money by the bushel. We would have sent him a gross of Scotch Whisky, gaudy patent-glasses, and tooth-pastes, to say nothing of gun-tobacco and pin-money! We would have "pleased him with a rattle and tickled him with a nutcracker." But it is too late for compromise with Hoge. The new county is defeated and the Baby has gone home. Hoge is a surprising that "never rains but it pours." We exhort his constituents to stand firm under. And we advise them to send him back to the Senate, if they would avoid a terrible squall and a destructive deluge at home!

CONVENTIONERS' AMUSEMENT. The Chief of Police arrested two men on Wednesday night for passing counterfeit twenty-five cent postal currency. They answered to the names of Silas Wiggins, of Pittsburg, and Edward Weston, a constable belonging in Titusville. On searching their persons thirty counterfeit twenty-five cent stamps were found on Wiggins and one hundred and fifty-six of the same denomination on Weston. The latter said he received the stuff from Wiggins. Both were somewhat intoxicated, and had been visiting the saloons and passing the scrip for liquor. They said they had not used it for any other purpose, and seemed to think that the money, although counterfeit, was quite as good as the whicky, which was "counterfeit" also. They had been indulging in the game of "Muggins," at various places, to get "mugged" in another way. Yesterday they were brought before Justice Burgess, and held to bail in the sum of \$2500 each, for their appearance before the United States Court at Pittsburgh.

FIRE.—About six o'clock last evening, a fire broke out in a small one story dwelling house on Water street, belonging to Charles McCawley, carpenter. The fire engines were quickly on the spot, and it was impossible to extinguish the flames before it was wholly destroyed. Loss about \$300. The fire originated from the stove pipe.

STREET IMPROVEMENTS.—The Common Council passed the ordinance for the improvement of Spring and Franklin streets by a macadamized surface, and the Street Commissioners were authorized to advertise for sealed proposals to do the work.

The oil seekers at Red Wing, Minnesota, recently sunk a well and upon testing it, announced a "good pumping well." A watch was set by outsiders, and at night the owners were detected in the act of pouring oil into the well, for the purpose of pumping it out next day. This exploded the humbug.

PERSONAL.—Jacob Webster, Esq., of New York, is on a visit to the oil regions. He represents the Independent Social Club. When he returns home he will give his cotidian friends an account of what he saw in this country.

AMERICAN HOTEL AT CORRY.—This hotel, under the management of our well known townsman, A. J. McGraw, is becoming a great favorite with the traveling public. It is but a few yards from the railroad depot, and passengers can always find excellent fare and pleasant accommodations on demand.

Our Reporter Rusticates—Letter from J. P. OIL EXCHANGE HOTEL.

BOYD FARM, April 10, 1906.

This is the terminus of the proposed Oil Creek Railroad extension. Don't we wish that this extension was really a fixed fact, and accomplished, and that it only became necessary to take the cars at Titusville and that ourselves huddled directly in front of the best hotel below Titusville on Oil Creek, to say nothing of the best of landladies. But we want you to understand that we did not come down that way. It is true that we took the cars at Titusville, and in a short time found ourselves at Shaffer, after having viewed with an immense perturbation of mind the overhanging cliffs, the tall trees spreading their branches with a gently undulating motion over the cars as we passed under them, making no mention of the venerable plumes and bonnets, which clung with their exposed roots with the tenacity of the fell destroyer to a deceased contraband; and also of huge rocks which required but the slightest touch to precipitate themselves upon us. And although we mean no disrespect to the Athens of America when we say its streets were laid out by following the various cow-paths, yet it that were a fact, Oil Creek, by allowing heavy odds boston all hollow; for we think a more devious, uncertain, and crooked track was never laid for cars to run upon than that which runs from Titusville to Shaffer.

But to come to facts, the first object which struck us upon leaving Titusville, was the apparent waste of timber as exhibited on Watsonville, and we can only say that if every attempt made there to extract petroleum from Mother Earth had been crowned with success, we should have been favored with more light on the subject. Hurrying past the Watson, we saw the Kingsland Flats, and the famous Drake well, or as many be aptly termed the Pioneer, now only a monument to departed greatness; now we whirled round the night cap, previous to reaching which we noticed a number of barrels of oil marked D. B. & S. scattered along the track occasioned as we understood by an accident. Stopping for a few moments at Miller station, we noticed the huge tanks connected with the pipe to Pithole. Also for Pithole where are now your five to seven thousand barrels of oil per day? and echo answers "played out," and we might truly ask how are your Miller pipes, Oleopipes pipes, Hurry! Drill pipes, or any other pipes. We only wish there was oil enough to satisfy your utmost cravings.

It is but a short distance from Miller's to Shaffer, and a busy thriving town is this Shaffer, judging from a casual glance, one would suppose that oil enough was collected here to light up all creation, and bid defiance to Sol himself. Thousands of packages are here collected, to say nothing of the innumerable tanks built on cars, which are coming into extensive use for the transportation of oil, and bid fair to drive the cooper to the very verge of desperation. Among the most prominent features, however, which we saw, were the large tanks built to receive the oil coming directly through the pipes from Deacons Hill Run, to the number of seven; each of 1,200 barrels capacity.

After leaving Shaffer we "undertracks," on the track, to the next stopping place, called Benhook or Cow Run, crossing the creek at this point, we ascended the run, and a short distance up, we found the first producing wells on its consequence on the creek, belonging to the Reservoir Oil Company, the products of the two, and only producing wells on this creek, is forty barrels per day. This run, though small and narrow, presents many favorable indications.

But Run, immediately below this, is separated by an intervening range of high hills, over which we wound our way, and were much gratified on finding several good producing wells, amounting in the aggregate, to four hundred and twenty-five barrels daily, among the most prominent of which was the Boughton well. The gas from this well is not only sufficient to generate steam for the boiler, but is also used for illuminating the office and private dwellings on the farm, and at the same time is used by other wells and industries in the immediate neighborhood as fuel.

Descending to the mouth of the run we crossed the ferry, and found ourselves at the mouth of Pioneer run. Walking up this run for about half a mile, we came to the largest producing well now in the oil regions, belonging to the Hoskins Oil Company. This well by actual measurement is now flowing 600 barrels per day. There are several other wells the aggregate production of which is 250 barrels per day, making a total of 850 barrels daily, for Pioneer run. This does not include the Champion run Green Mountain wells at the mouth of the run, which were doing well previous to the recent fire, and which are now being regenerated with every promise of success.

Leaving Pioneer run we came to the upper and lower McElhenry farms, and also Titusville, the total production of which is 300 barrels per day, with the exception of about 300 barrels per day, which are being pumped from small producing wells. We have given the product of the whole region extending from Kingsland's flats to Petroleum Centre.

Ascending the hill between McElhenry and Bennett Run we stopped near the summit, and looking down on the valley below counted more than one hundred derricks, relics of departed wealth and visionary expectations.

Whilst gazing on the scene, our attention was suddenly attracted by a dense column of smoke rising in the distance. We descended the hill at a much greater rate of speed than we ascended, with the intention of proceeding to the scene of conflagration; but after traveling at a 2-40 speed for some distance, we gave it up as a bad job and retraced our steps to where the ferry was supposed to be. There not being sufficient water for the boat to cross, we plunged in and waded to the other side of the stream, being but one foot deep, we found no difficulty in crossing, although not dry shod.

This brought us to the Boyd Farm on the lower part of which is the terminus of the Oil Creek Railroad, and also the Hotel from which we started. A good supper and a good bed under the day's labor, and we bid the reader good night.

KEROSENE.—The Massachusetts Legislature has been investigating the subject of the explosive nature of kerosene oil. The evidence taken shows that good kerosene is not explosive, and it only becomes dangerous when it contains benzene or other similarly explosive elements. The presence or absence of benzene may be tested by filling a tumbler three-fourths full of moderately cool water, and pouring half a teaspoonful of oil into it. When stirred together and a lighted match is held over the tumbler, if the mixture takes fire from the vapor before the match comes in contact with the oil, it is dangerous, for good kerosene will not thus ignite, nor will it burn readily even when a lighted match is thrown into it. Oil adulterated with benzene emits a vapor which is nearly as explosive as gunpowder.

JEROME CRANFILL, a bright young lad who makes an honest livelihood by peddling apples and oranges, lost his pocket-book at the five o'clock train, containing about \$5 in small currency. It was all the money he had, and he would feel extremely gratified if the finder would return it to him.

CITY PHYSICIAN.—Dr. Varian was elected evening appointed City Physician by the Common Council.

Sidewalks on Pine Street.

TITUSVILLE, April 13, 1906.

Editor Morning Herald:
 By your paper I perceive that a petition has been presented to our Common Council to make a sidewalk on the north side of Pine street. Now I am one of those who own property on the north side of said street, and am perfectly willing to make such a walk as soon as the City Surveyor will tell exactly where to make it, and on what grade; provided there shall also be a sidewalk made on the south side of Pine street, which side is far more obstructed at present than the north side. Respectfully yours,
 H. L. HERSHBERG.

CULVER LITERARY ASSOCIATION.—The regular meeting of the Culver Literary Association for literary exercises will be held in the Reading Room this evening.

There will be an essay reading and a debate. The subject for discussion is an interesting one, and as some may wish to take part in the debate we will state the question:

Resolved, "That prejudices are stronger than reason."

Gentlemen who have been elected members will have an opportunity to sign the Constitution before or after the exercises.

Diner in at E. S. Fowler & Co.'s, No. 2 Fletcher's block, if you are going away, and purchase your railroad tickets over any route, and avoid the trouble and danger of buying a ticket at the depot.

The Dexter Hat, at No. 2 Fletcher's Block.

Pocket-Knives at the Post Office.

Tux Coat Hat, at No. 2 Fletcher's Block.

Stationery at Wholesale at the Post Office.

The Brighton Hat, at No. 2 Fletcher's Block.

Get your Photograph Albums at the Post Office.

The Morton Hat, at No. 2 Fletcher's Block.

If you want Cistern Pumps and Well Pumps, go to BROWN & BARON.

A large stock of Mirrors at F. N. PAGE'S, 66 Spring street.

Large assortment of Gold Pens—all sizes, at the Post Office.

Four Bushels, Corn, fine and coarse, at the Post Office.

Fruits and games of all kinds for children, at the Post Office.

Diapers of every description, quality and quantity at the Post Office.

A complete assortment of Furniture will be found at F. N. PAGE'S, No. 66 Spring street.

New styles of Hats and Caps, just received at John A. COLE'S, No. 2 Fletcher's Block.

To Rent—Two Tenement Two Offices and five cheap Sleeping Rooms, by STREET WATTS.

If you want House Furnishing Goods that are cheap, go to BROWN & BARON.

5,000 Newspaper, as good as new, for sale at the Herald Office.

If you want Oil Pumps, Sand Pumps, or Gravel Pumps, go to BROWN & BARON.

If you want Tinsmith of any description, made in the best style, go to BROWN & BARON.

If you want Roofing, Kato-Spouting and Job Work done, go to BROWN & BARON.

Never advertise what you can't show. That is our motto. If you want a Store that is cheap and the best in market, go to BROWN & BARON.

HAY AND GRAIN—In quantities to suit, delivered free, Oakes through the Postoffice, or at the Warehouse, Pine street, below Crittenton's, will be promptly attended to. W. MORRISON & CO.

GRAND TRUNK RAILWAY.—The numerous applicants for tickets over the Grand Trunk Railway can now be accommodated at the office of R. S. FOWLER & CO., 2 Fletcher's Block, Franklin street.

OUTRIGGER HOUSES—SPECIAL NOTICE.—The price of table land at this elegant and popular hotel, has been fixed at eight dollars per week. The daily bill of fare is unsurpassed by that of any hotel west of New York.

MASS. R. R. FOWLER & CO. have received the agency for the Grand Trunk Railway Tickets, and all other tickets, and will be pleased to serve you. They have also tickets over all other roads.

SPECIAL NOTICES.

Six per Cent Compound Interest Notes.—Highest premium paid at Second National Bank, Titusville. O. C. HYDE, Cashier.

Oil Platform for Sale.—The undersigned offers for sale his OIL PLATFORM, AT CORRY, opposite the new Railroad Depot. Also the LAND covered by the platform and lying adjacent. Dimensions, 110 feet on track and 225 feet deep. This platform, which will be of great advantage to parties wishing to go to Canada. They have also tickets over all other roads.

Several Houses for Sale and Rent, on Water street. Apply to SUPERMAN & PICKETT.

Crawford County Money taken by D. C. CLARK at 10 cents on the dollar, for goods. ap121f

Clover and Timothy Seed at D. C. Clark's Headquarters, in quantities to suit customers. ap121f

FRANKS and TAYLOR. For sale cheap. Address M. SHANNON, box 275, Titusville.

D. C. Clark is receiving fine Peachblow and Flake Potatoes almost every day, and can supply customers with any quantity, from a peck to a car-load.

E. M. Cole.—Bank Broker and Bank Book Manufacturer, 23 Spring street, and 21th street, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

Hay and Grain.—In quantities to suit, delivered free, Oakes through the Postoffice, or at the Warehouse, Pine street, below Crittenton's, will be promptly attended to. W. MORRISON & CO.

To Travelers.—The New York Accident Insurance Co. has the honor to announce to the public that they have been authorized to issue tickets for the purpose of insuring the lives of passengers on the New York and New England Railroad, and on the New York and New England Steamship Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Shipping Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England Gas Company, and on the New York and New England Electric Company, and on the New York and New England Telephone Company, and on the New York and New England Telegraph Company, and on the New York and New England Postal Company, and on the New York and New England Express Company, and on the New York and New England Freight Company, and on the New York and New England Passenger Company, and on the New York and New England Shipping Company, and on the New York and New England Transportation Company, and on the New York and New England Navigation Company, and on the New York and New England Trading Company, and on the New York and New England Manufacturing Company, and on the New York and New England Mining Company, and on the New York and New England Lumber Company, and on the New York and New England Iron Company, and on the New York and New England Steel Company, and on the New York and New England Coal Company, and on the New York and New England Oil Company, and on the New York and New England

of freight, shipping directions, &c., apply to
outs in the different Eastern and Western cities.
GoLAUGHLIN, Agent, Titusville, Pa.
W. SMITH, Eastern Superintendent, WU-
L. E. J. HOUTON, General Freight Agent, Phila.
1888

NEWSPAPER ARCHIVE®